

SO THEY ASKED
ME TO EXPLAIN WHAT
FRP IS AND WHAT A ROLL
OVER IS IN THE CONTEXT
OF THIS CHAPTER.

FRP IS PRETTY SIMPLE.
FRP STANDS FOR FIBER-
REINFORCED PLASTIC IN THE CAR
WORLD AND USUALLY DESCRIBES
FIBERGLASS PRODUCTS SUCH AS
FIBERGLASS BODY PANELS. FRP IS
ALSO A REINFORCED PLASTIC,
HOWEVER IT IS CARBON FIBER-
REINFORCED PLASTIC AND IS MORE
EXPENSIVE THAN ITS
FIBERGLASS COUNTERPART.

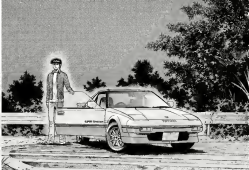
A ROLL OVER, OR ROLL OVER,
ON THE OTHER HAND, PROVIDES
ADDED STRUCTURAL RIGIDITY TO A VEHICLE,
ALONG WITH PROTECTING THE DRIVER IN THE
CASE OF ROLLOVER. IT'S A TUBE STEEL FRAME
COMMONLY IN ONE OF THREE VARIETIES:

- 1 ROLL OVER: THESE SIT BEHIND THE
DRIVER AND PASSENGER SEATS, AND
SHOULD BE HIGHER THAN THE DRIVER'S HEAD
- 2 HALF CAGE: A COMPROMISE BETWEEN A FULL
CAGE AND ROLL OVERS, THE HALF CAGE IS
MADE OF WELDED TUBE STEEL, AND SITS
BEHIND THE DRIVER AND PASSENGER SEATS
- 3 FULL CAGE: A FULL CAGE RING TUBE STEEL
TRACED AROUND THE CABIN, FOLLOWING THE
WINDSHIELD AND DOOR LINES IN ORDER
TO PROVIDE A MUCH MORE RIGID PIECE
OF PROTECTION

FAMILY WE HAVE ECU CHIP
TUNING WHICH REFERS TO CHANGING
OR MODIFYING AN EXISTING PROGRAMMABLE
READ ONLY MEMORY CHIP IN AN AUTOMOBILE'S
OR OTHER VEHICLE'S ELECTRONIC CONTROL
UNIT (ECU) TO ACHIEVE SUPERIOR PERFORMANCE,
WHETHER IT BE ACCELERATION,
CLEANER EMISSIONS,
OR BETTER FUEL EFFICIENCY

THAT'S ABOUT IT. ENJOY THE
CHAPTER!







MR-2
CAUTO

THE FIRST
DOMESTIC
MID-ENGINE
CAR,

THIS
IS A LATE
MODEL
WITH THE
SUPER-
CHARGED,
1600

AND THREE
AFTERMARKET
GAUGES & ON TWO
DASHBOARDS.

TO CHECK
THE WATER
AND OIL
TEMPERATURE
AND OIL
PRESSURE

BUT IT HAS A
FULL BUCKET-
SEAT WITH
FOUR-POINT
HARNESSES.

IT LOOKS
NORMAL ON
THE OUTSIDE
EXCEPT FOR
THE WHEELS,
THE TIRES
AND THE
MULTIPLY

WELL,
SINCE
IT'S NOT
A T-TOP
...



THERE'S
NO ROLL
BAR,
HUH
...



IT
SEEMS
HE'S
MODIFIED
IT TO SOME
EXTENT.

STILL
HE MUST
HAVE STRUT
BARS IN
THE FRONT
AND REAR.



MAKING
THE CENTER OF
GRAVITY AS HIGH
AS POSSIBLE
ISN'T A GOOD
IDEA...

THE HOOD
HAS BEEN
REPLACED
WITH AN
FRP ONE.



I GUESS
IT'S A GOOD
MATCH FOR
THE 900KG
STRATOS

THAT MEANS
IT'S LOST SO
MUCH
WEIGHT!

COOL...
EVEN THE
DOORS ARE
FIBER...



*Mazda MX-5 Manual, coupe version starts out at 1100kg



IS THIS
STRATOS
NORMAL?



THE
STANDARD
AIR FILTER HAS
ALSO BEEN
REPLACED

WITH A
COLD AIR
INTAKE.

THE TIRES
AND BRAKES
WERE
REPLACED.

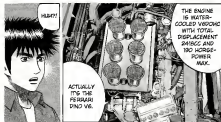
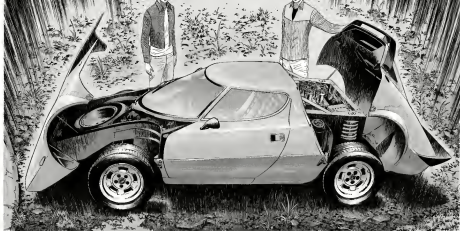
IT HAS A
ORGANIC
CLUTCH.

OTHERWISE
IT'S ALMOST
STANDARD,
THOUGH DAD
RESTORED IT
ONCE...

I'VE TRIED
A LOT AND THIS
WORKS BEST
SO FAR!

HEAVE-
HO

?



BELLY
TART

YOU CAN
GOS THE WORD
"DINO" THERE.



OH!



COME ON...
DON'T LIE
LIKE IT'S
OTHERWISE
STANDARD!

**YOU
MORON!!**

EVERY STRATOS
IS LIKE THIS.
IT COMES WITH
THE DINO V6 FROM
THE FACTORY.

IT'S
EVEN FROM
A FERRARI.

YOU
REPLACED
THE ENGINE







THE ONE WHO
REACHES THE
GOAL FIRST
WINS.

IT'S A
DOWNHILL RACE
FROM THE SUMMIT
HERE TO THE
LIGHTS AT THE
BASE.

THE ONE WHO
SURVIVES WITHOUT
TOUCHING THE
CAT'S EYE MINES

OR
BETTER

WING, I
GUESS?











THAT THE
"STARDOP",
A MACHINE FOR
RALLYING, IS
GOOD ON
GRAVEL.

EVEN
THOUGH
YOU MUST
IMAGINE!





IT'S GOOD
ON TARMAC AS
WELL!!

YOU
BASTARD
!!